

4.6 COMMUNITY IMPACT ASSESSMENT

The assessment of community impacts used information on existing conditions from Section 3.6; data and analysis contained in the *SR-22/West Orange County Connection Draft Relocation Impact Report (DRIR)* (December 2000) and *DRIR Reduced Build Alternative Addendum* (December 2000); and the FHWA report, *Summary: Economic Impacts of Federal-Aid Highway Investment* (2000).¹ A brief summary of methodology is presented in each assessment topic.

4.6.1 Land Use and Development Impacts

The potential for land use impacts was determined as follows:

Consistency with land use plans and policies were assessed through review and comparison of the project alternatives to the adopted plans and policies of local cities and regional jurisdictions within the study area that have authorities for land use, transportation, and other relevant infrastructure.

Land use compatibility was assessed by identifying existing and planned land uses to proximate locations affected by project alternatives, and assessing the relative sensitivity of these land uses to conditions arising from construction, operation, or maintenance of the alternatives.

Farmland impacts were determined by identifying properties within the study area that are designated as prime farmland or that are currently used for agricultural operations, determining whether project alternatives would require use of prime farmland for project-related capital improvements, or whether alternatives would disrupt or interfere with agricultural practices of statewide significance.

A. NO BUILD ALTERNATIVE

Under the No Build Alternative, the direct impacts associated with land use effects discussed in the following sections would not occur. However, regional land use plans, as well as land use plans for some cities within the study area, anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future. If the improvements were not built, the goals of these cities for overall transportation mobility would go unmet.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Consistency with Land Use Plans and Policies. The TSM/Expanded Bus Service Alternative would be consistent with most of the study areas cities' plans and policies and would not create any new impacts. However, regional land use plans, as well as land use plans for some cities within the study area, anticipate improvements to major arterials and freeway systems as an integral part of their vision for the future. Since this alternative would not include major arterial and freeway improvements, the goals of these cities for overall transportation mobility would go unmet.

Land Use Compatibility. This alternative would be compatible with all other adjacent land uses. The TSM/Expanded Bus Service Alternative would only increase bus service and make minor surface street modifications. Parking and maintenance for the additional buses can be accommodated at existing and previously planned OCTA facilities (Burton, 2000). Therefore, no impacts are anticipated.

Farmland. There would be no prime farmland affected by the TSM/Expanded Bus Service Alternative. Therefore, no impact to farmland is anticipated.

¹ Available at Caltrans, District 12.

C. FULL BUILD ALTERNATIVE

Consistency with Land Use Plans and Policies. Most of the proposed Full Build Alternative would be consistent with land use plans and policies. This alternative is supportive of major land use policies defined by Orange County's and affected Cities' General Plans.

Placing an arterial in the former Pacific Electric right-of-way would not be consistent with Garden Grove's and Santa Ana's general plans. This right-of-way is designated for a variety of uses by Garden Grove, but not an arterial. The portion of the right-of-way in Santa Ana is designated as a future class I bike trail. Inconsistency with these general plan designations would be a potentially substantial impact.

Land Use Compatibility. The Full Build Alternative would be incompatible with sensitive land uses adjacent to the project segments. Sensitive uses, for the purposes of this analysis, are defined as residential uses, educational facilities, religious institutions, and open space or preservation areas. Negative indirect effects such as increased noise levels, visual intrusion, and property acquisition may affect these areas resulting in lower property values and reduced community cohesion. Measures to mitigate noise and visual impacts for this alternative include noise barriers, landscaping, and aesthetic treatments as discussed in Sections 4.9 and 4.13. As described in these sections, there are areas where noise barriers and visual mitigation would not completely eliminate impacts to residential areas.

Parking and maintenance of the expanded bus fleet proposed by this alternative can be accommodated at existing and previously planned and approved facilities even with the loss of parking in the OCTA-owned former Pacific Electric right-of-way (Burton, 2000).

Farmland. The Full Build Alternative would not have an effect on farmland. There are only two areas of prime farmland that border this alternative. The first area of designated prime farmland is located on along the I-405/SR-22 in Seal Beach, within the United States Naval Weapons Station. The second area of prime farmland is located between Western Avenue and Hoover Street on both sides of SR-22. Neither area of prime farmland would be acquired for the Full Build Alternative. Construction of the Pacific Electric Arterial would require the acquisition of approximately 4,570.3 square meters (49,194 square feet) of farmland, which is 33.4 percent of the total farmland on the Otsuka farm. This property is not classified as prime farmland and is zoned for residential use. Therefore, there would be no impact to prime farmland.

D. REDUCED BUILD ALTERNATIVE

Consistency with Land Use Plans and Policies. The Reduced Build Alternative would be consistent with land use plans and policies. This alternative is supportive of major land use policies defined by Orange County's and affected cities general plans.

Land Use Compatibility. The Reduced Build Alternative would be incompatible with to the local land use zoning adjacent to the project. Sensitive uses, for the purpose of this document, are defined as residential uses, educational facilities, religious institutions, and open space or preservation areas. Noise, visual intrusion, and property acquisition may have a negative indirect effect to property values and community cohesion. Measures to mitigate noise and visual impacts for this alternative include noise barriers, landscaping, and aesthetic treatments as discussed in Sections 4.9 and 4.13. As described in these sections, there are areas where noise barriers and visual mitigation would not completely eliminate impacts to residential areas .

Parking and maintenance of the expanded bus fleet proposed by this alternative can be accommodated at existing and previously planned and approved OCTA facilities.

Farmland. The Reduced Build Alternative would have no impact on farmland. There are only two areas of prime farmland that border this alternative. The first area of designated prime farmland

is located along the I-405/SR-22 in Seal Beach, within the United States Naval Weapons Station. The second area of prime farmland is located between Western Avenue and Hoover Street on both sides of SR-22. Neither area of prime farmland would need to be acquired for the Reduced Build Alternative. Therefore, there would be no impact to prime farmland.

4.6.2 Neighborhood Impacts

The potential for neighborhood impacts are determined on the basis of community cohesion, and parking impacts.

Community cohesion, as defined by Caltrans *Environmental Handbook Volume 4*,² is the degree to which residents have a sense of belonging to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups and institutions, usually as a result of continued association over time (Caltrans, June 1997). For the purpose of this analysis, community is defined as a population rooted in one place, where the daily life of each member involves contact with and dependence on other members.

Generally, cohesive communities are associated with specific social characteristics, which may include long tenure of residency, frequent personal contact, ethnic homogeneity, high levels of community activity, and shared goals. In many cases, the longer residents have lived in a community together the greater cohesive bond they may share. In addition, when residents share the same facilities such as a community center or recreational areas they have more frequent personal contact with each other, which in turn strengthens the bonds within a community.

In analyzing community cohesion, the following criteria were used to establish community cohesiveness:

- How frequently do residents move in and out of the community?
- Are there recreational areas that promote frequent personal contact between members of an established community?
- Are residents of the same age, ethnicity, religion, or other special characteristics that bond members together?
- Does the community share or participate in community activities?
- Do children in the community interact with each other on a regular basis?
- Would access to and from a community be impaired?

Parking impacts can affect the neighborhood and residents. These impacts were determined by identifying developed properties close to proposed improvements with off-street parking. Where additional right-of-way would be needed to implement a project alternative, parking impacts were determined where the loss of parking spaces would create a non-conforming use, require substantial change in the use intensity to maintain conformity with local land use codes, or where loss of on-site parking spaces could not be offset through conjunctive use of nearby parking capacity.

A. NO BUILD ALTERNATIVE

Community Cohesion. The No Build Alternative would not affect community cohesion because this alternative only includes improvements to the transportation network that have already been approved and funded.

Parking Impacts. The No Build Alternative would also have no affect on existing or planned parking facilities because no improvements would be constructed within the study area.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Community Cohesion. The TSM/Expanded Bus Service Alternative would have no impact to community cohesion. This alternative is designed to improve headway and enhance bus service

² Available at Caltrans, District 12.

throughout the study area. There would be a greater likelihood that this alternative would be beneficial to communities within the study area, specifically transit-dependent, because residents would be able to travel easier from one place to another.

Parking Impacts. The TSM/Expanded Bus Service Alternative would not affect off-street parking within the study area. On-street parking on some arterials may be removed, but this would not affect existing land uses. Therefore, changes in parking on some arterials would not affect community cohesion.

C. FULL BUILD ALTERNATIVE

Community Cohesion. There would be impacts to community cohesion in five different locations as discussed below.

Park City Ranchos, Orange. The Park City Ranchos housing community in Orange consists of 60 duplex units. Sixteen of these are located on the north side of West Balboa Avenue and would be displaced by the Full Build Alternative. These 16 duplex units make up approximately 68 percent of the entire north side of West Balboa Avenue. There are no recreational facilities located on or near the housing units. Vacancies in this community are very low, which means that residents tend to be more established in the community. According to 1990 U.S. Census block group data, the majority of residents in this block group are between the ages 18 to 64. It was concluded from field evaluation that there are no other special characteristics that could potentially bond these residents together. There were also no signs of children in the area and access to the community would not be impaired. It is assumed that even though a large part of this community would be acquired for right-of-way, there would be less than a minimal impact to community cohesion. It is possible, however, that community cohesion may become stronger if a portion of the acquired properties could be redesigned to incorporate a park or other community facility that would enable more interaction between neighbors.

Country Woods Apartments, Garden Grove. The Country Woods Apartment complex in Garden Grove is a gated, multi-family apartment complex with recreational amenities, such as a pool, hot tub, play area, and a small grassy park. Field review of the site revealed that children and adult residents in the complex interact with each other on a regular basis. The Country Woods Apartment complex is not located in a minority block group, but predominantly Hispanic residents were seen at numerous site visits to the complex. The majority of the residents tend to be below the age of 65 and vacancies are rare. This entire complex would have to be acquired if the Full Build Alternative were chosen. The community has a high sense of cohesiveness and would be substantially affected by the Full Build Alternative of this project.

Sherwood Lane Homes, Santa Ana. The Sherwood Lane housing community in Santa Ana consists of single-family residential homes and is located within the Morrison Park neighborhood association. Fifteen of the residences, located on the north side of Sherwood Lane, would need to be acquired for the Full Build Alternative. These 15 units make up 100 percent of the entire north side of Sherwood Lane. There is one recreational facility (Fallbrook Park) located at the east end of Sherwood Lane. Vacancies in this community are rare, which means that residents tend to establish roots in this community. According to 1990 U.S. Census data, the majority of residents in this block group are between the ages 18 to 64 (57.4 percent) with 23.2 percent being between the ages of zero to 17. These age distributions indicate that this neighborhood is most likely family-oriented, with many homes having one or two children. This neighborhood is not located in a minority block group and shows no signs of other cultural or ethnic characteristics that could potentially bond these residents together. The proximity of Fallbrook Park to the subject residences provides an attractive venue for regular interactions between children and adults in this neighborhood. Given the extent of displacements within this

community and the likelihood that residents in this neighborhood interact on a regular basis, a substantial impact to community cohesion is anticipated.

City Gardens Apartments, Santa Ana. The City Gardens Apartment Complex is a gated multi-family apartment complex in Santa Ana that has two pools, three hot tubs, a play area, and a small grassy area located in the middle of the complex. Of the 274 units in the complex, 43 units would have to be acquired for the Full Build Alternative. These 43 units are located in northwest portion of the complex. Findings of a site assessment included consistent interactions between children and adult residents in the complex. This complex is located in a minority block group where a high proportion of Hispanic residents can be expected. The majority of the residents tend to be below the age of 65 and vacancies are rare. Although this community has a high sense of cohesiveness, the loss of 43 of the outside units is not expected to cause a substantial impact to the community as a whole due to the relatively small proportion of displacements and strong cohesivity amongst residents. If the remaining vacant land were converted into another common area as well as new units it is possible that the community cohesion could be amplified.

Santiago Creekside Estates Mobile Home Park, Orange. Santiago Creekside Estates is located adjacent to southbound SR-55 between La Veta Avenue and Santiago Creek in Orange. The Full Build Alternative would displace 16 mobile homes within the gated Santiago Creekside Estates mobile home park. There are a total of 88 spaces, a community recreation room, swimming pool, and rental office located in the complex. The homes are in fair to good condition with easy access from the street. Yards associated with the homes are small with little room for more than a picnic table and chairs. Currently, vacant mobile home spaces are difficult to locate in Orange. This means that residents do not come and go very often. Residents of this mobile home community are assumed to be older in age, with very few children younger than 18. Although there are several indicators that this mobile home park has the potential to be very cohesive, displacement of 18 percent of the units located on the outside edge of the park is expected to cause minimal impacts to overall community cohesion.

Parking Impact. Implementation of the Full Build Alternative would result in the loss of 571 on-site parking spaces at six locations. As shown in Table 4.6-1, these impacts would occur within Garden Grove, Santa Ana, and Orange. Of the five affected properties, substantial parking impacts are anticipated at two of the sites in Orange and the site in Santa Ana.

**Table 4.6-1
ON-SITE PARKING IMPACTS
FULL BUILD ALTERNATIVE**

Site Name	Total Parking	Approx. Number Removed	% of Parking Removed	Approx. Parking to Meet Code	Approx. Residual Parking	Impact
Residence 13421 El Prado Drive Garden Grove	8	3	37.5	8	5	Yes
City Gardens Apartments Santa Ana	391	134	32.7	542	257	Yes
Carl Karcher Enterprises 601 S. Lewis Street Orange	129	15	11.6	148	114	Yes
Bergen Brunswig 4000 W. Metropolitan Drive Orange	235	89	37.8	745	146	Yes
One City Plaza Orange	275	100	36.3	1,488	175	Yes
The Block at Orange Orange	5,556	230	4.1	3,978	5,326	Yes

Sources: Garden Grove, *Zoning Map and Parking Codes*, 1995
City of Orange, 1995
Santa Ana, 1993

Note: See text for a discussion of the potential loss of planned parking for the Theo Lacy Jail expansion.

El Prado Drive Residences, Garden Grove. The El Prado Drive multi-family unit in Garden Grove is anticipated to lose three out of eight covered parking spots. This parking is designated for residents of a four-plex unit on the property. The City of Garden Grove requires this use to have two covered parking spaces per unit for residents and 0.5 spaces per unit for guests. The parking acquisitions would create a deficient amount of parking to meet the requirements. The Full Build Alternative would have a substantial adverse impact on parking at this location.

City Gardens Apartments, Santa Ana. The City Gardens Apartment complex does not have enough parking to meet the city's current parking requirements. In addition, the City of Santa Ana classifies this complex as a designated legal non-conforming use. Legal non-conforming uses are land uses that are not consistent with specific requirements, but are legally justified due to the fact that the land use was in place before the current requirements were instituted (i.e., grandfathered). This complex can remain operating as long as the property retains its current design. Any changes to the property would require the facility to adhere to city requirements. The parking requirements for a multi-family use include one covered parking space per unit and one parking space per bedroom. Additionally, the requirement for visitor parking is 25 percent of the total parking (Santa Ana, 1993). Because portions of the complex would be acquired for the Full Build Alternative, the city could require that it meet the current parking requirements. As a result, 542 parking spots would be needed. The Full Build Alternative would have a substantial adverse impact on parking at this location.

City of Orange Commercial Area. Carl Karcher Enterprises, Bergen Brunswig, One City Plaza, and The Block at Orange would all have a loss of parking due to the Full Build Alternative. It is estimated that the parking losses at these sites would have a substantial impact. The City of Orange requires 4.9 parking spaces per 92.90 square meters (1,000 square feet) of floor space for shopping centers over 2,325 square meters (25,000 square feet), and four spaces per 92.90 square meters (1,000 square feet) of offices under 2,325 square meters (25,000 square feet) (City of Orange, 1995).

Carl Karcher Enterprises is an office complex located north of SR-22 between Lewis Street and Lewis Street. The Full Build Alternative would result in the loss of approximately 15 spaces or about 11.6 percent of the total parking. This complex requires 148 spaces to meet the City of Orange's parking requirements. The Full Build Alternative would have a substantial adverse impact on parking at this location.

Bergen Brunswig is a pharmaceutical company located north of SR-22 between Lewis Street and Metropolitan Drive. The Full Build Alternative would result in the loss of approximately 89 parking spaces or about 38 percent of the total spaces. Based on estimates of existing floor space, there needs to be 745 spaces to meet the City of Orange's parking requirements. The Full Build Alternative would have a substantial adverse impact on parking at this location.

The Full Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 230 spaces at The Block at Orange (The Block). These uses currently share parking. The Block currently has a waiver to allow them to provide only 4.39 spaces per 92.90 square meters (1,000 square feet) of floor space. The proposed expansion would be required to adhere to the current parking requirement of 4.9 spaces per 92.90 square meters (1,000 square feet) (Carnes, 1999). The Full Build Alternative would have a substantial adverse impact on parking at this location.

The Full Build Alternative would result in a potential impact to the planned parking for the expanded Theo Lacy jail facility east of The City Drive. It is estimated that this would result in the removal of approximately 50 parking spaces. This would be a substantial adverse impact on parking at this location.

The City of Orange has reviewed the proposed Full Build Alternative and stated that they would grant the appropriate parking variances, because they feel that the benefits of improved access to this area, outweighs the loss of parking.

D. REDUCED BUILD ALTERNATIVE

Community Cohesion. The Reduced Build would displace residences. However, substantial impacts to community cohesion are not expected because:

- The number of displaced dwellings comprise a relatively small proportion of the residences in the affected neighborhoods;
- The displaced properties are at the periphery or at isolated locations of the neighborhood; or
- The displaced properties are within communities that are not characteristically cohesive.

Parking Impact. Implementation of the Reduced Build Alternative would result in the loss of 472 on-site parking spaces at four locations. As shown in Table 4.6-3, these impacts would occur in the city of Orange. Substantial parking impacts are anticipated at two of the subject properties.

**Table 4.6-2
ON-SITE PARKING IMPACTS
REDUCED BUILD ALTERNATIVE**

Site Name	Total Parking	Approx. Number Removed	% of Parking Removed	Approx. Parking to Meet Code	Approx. Residual Parking	Impact
Carl Karcher Enterprises 601 S. Lewis St., Orange	129	19	14.7	148	110	Yes
Bergen Brunswig 4000 W. Metropolitan Dr., Orange	235	89	37.8	745	146	Yes
One City Plaza, Orange	275	100	36.3	1,488	175	Yes
The Block at Orange, 1 City Blvd. W. #1010, Orange	5,556	264	4.7	3,978	5,292	Yes

Source: City of Orange, 1995

Note: See text for a discussion of the potential loss of planned parking for the Theo Lacy Jail expansion.

City of Orange Commercial Area. Carl Karcher Enterprises, Bergen Brunswig, One City Plaza, and The Block at Orange would all have a loss of parking due to the Full Build Alternative. It is estimated that the parking at these sites would have a substantial impact. The City of Orange requires 4.9 parking spaces per 92.90 square meters (1,000 square feet) of floor space for shopping centers over 2,325 square meters (25,000 square feet), and four spaces per 92.90 square meters (1,000 square feet) of offices under 2,325 square meters (25,000 square feet) (City of Orange, 1995).

Carl Karcher Enterprises is an office complex located north of SR-22 between Lewis Street and Lewis Street. The Reduced Build Alternative would result in the loss of approximately 19 spaces or about 14.7 percent of the total parking. This complex requires 148 spaces to meet the City of Orange's parking requirements. The Reduced Build Alternative would have a substantial adverse impact on parking at this location.

Bergen Brunswig is a pharmaceutical company located north of SR-22 between Lewis Street and Metropolitan Drive. The Reduced Build Alternative would result in the loss of approximately 89 parking spaces or about 38 percent of the total spaces. Based on estimates of existing floor space, there needs to be 745 spaces to meet the City of Orange's parking requirements. The Reduced Build Alternative would have a substantial adverse impact on parking at this location.

The Reduced Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 264 spaces at The Block at Orange (The Block). These uses currently share parking. The Block currently has a waiver to allow them to provide only 4.39 spaces per 92.90 square meters (1,000 square feet) of floor space. The proposed expansion would be required to adhere to the current parking requirement of 4.9 spaces per 92.90 square meters (1,000 square feet) (Carnes, 1999). The Reduced Build Alternative would have a substantial adverse impact on parking at this location.

The Reduced Build Alternative would result in a potential impact to the planned parking for the expanded Theo Lacy jail facility east of The City Drive. It is estimated that this would result in the removal of approximately 50 parking spaces. This would be a substantial adverse impact on parking at this location.

The City of Orange has reviewed the proposed Reduced Build Alternative and stated that they would grant the appropriate parking variances, because they feel that the benefits of improved access to this area, outweighs the loss of parking.

Thresholds of Significance for CEQA:

- Loss of parking

A. NO BUILD ALTERNATIVE

Parking Impacts. The No Build Alternative would have no affect on existing or planned parking facilities because no improvements would be constructed within the study area.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Parking Impacts. The TSM/Expanded Bus Service Alternative would not affect off-street parking within the study area. On-street parking on some arterials may be removed, but this would not affect existing land uses.

C. FULL BUILD ALTERNATIVE

Parking Impact. Implementation of the Full Build Alternative would result in the loss of 571 on-site parking spaces at six locations. As shown in Table 4.6-1, these impacts would occur within Garden Grove, Santa Ana, and Orange.

El Prado Drive Residences, Garden Grove. The El Prado Drive multi-family unit in Garden Grove is anticipated to have a loss of three out of eight covered parking spots. This parking is designated for residents of a four-plex unit on the property. The City of Garden Grove requires this use to have two covered parking spaces per unit for residents and 0.5 spaces per unit for guests. The parking acquisitions would create a deficient amount of parking to meet the requirements. The Full Build Alternative would have a significant impact on parking at this location, however, with mitigation incorporated, the residual impacts is less than significant (See COM-FB-2 for details).

City Gardens Apartments, Santa Ana. The City Gardens Apartment complex does not have sufficient parking to meet the city's current parking requirements. The parking requirements for a multi-family use include one covered parking space per unit and one parking space per bedroom. Additionally, the requirement for visitor parking is 25 percent of the total parking (Santa Ana, 1993). Since portions of the complex would be acquired for the Full Build Alternative, the City could require that it meet the current parking requirements. As a result, 542 parking spots would be needed. Parking impacts to this community is unknown at this time because there may be additional displacements within the complex as a way to reduce the amount of parking required to meet the current City of Santa Ana parking requirements. Further analysis will be provided in the Final Relocation Impact Report.

City of Orange Commercial Area. Carl Karcher Enterprises, Bergen Brunswig, One City Plaza, and The Block at Orange would all have a loss of parking due to the Full Build Alternative. It is estimated that the parking losses at these sites would have a substantial impact. The City of Orange requires 4.9 parking spaces per 92.90 square meters (1,000 square feet) of floor space for shopping centers over 2,325 square meters (25,000 square feet), and four spaces per 92.90 square meters (1,000 square feet) of offices under 2,325 square meters (25,000 square feet) (City of Orange, 1995).

The Full Build Alternative would result in the loss of approximately 15 spaces or about 11.6 percent of the total parking the Carl Karcher Enterprises office complex. This complex requires 148 spaces to meet the City of Orange's parking requirements. The Full Build Alternative would have a significant impact on parking at this location, however, it is less than significant with mitigation incorporated (See COM-FB-4 for details).

The Full Build Alternative would result in the loss of approximately 89 parking spaces or about 38 percent of the total spaces at the Bergen Brunswig. Based on estimates of existing floor space, there needs to be 745 spaces to meet the City of Orange's parking requirements. The Full Build Alternative would have a significant impact on parking at this location, however, it is less than significant with mitigation incorporated (See COM-FB-5 for details).

The Full Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 230 spaces at The Block at Orange (The Block). These uses currently share parking. The Block currently has a waiver to allow them to provide only 4.39 spaces per 92.90 square meters (1,000 square feet) of floor space. The proposed expansion would be required to adhere to the current parking requirement of 4.9 spaces per 92.90 square meters (1,000 square feet) (Carnes, 1999). The Full Build Alternative would have a significant impact on parking at this location, but it would be less than significant with mitigation incorporated (See COM-FB-5 for details).

The Full Build Alternative would result in a potential impact to the planned parking for the expanded Theo Lacy jail facility east of The City Drive. It is estimated that this would result in the removal of approximately 50 parking spaces. This would be a significant impact on parking at this location, but it would be less than significant with mitigation incorporated (See COM-FB-7).

D. REDUCED BUILD ALTERNATIVE

Parking Impact. Implementation of the Reduced Build Alternative would result in the loss of 472 on-site parking spaces at four locations. As shown in Table 4.6-3, these impacts would occur in the City of Orange.

City of Orange Commercial Area. Carl Karcher Enterprises, Bergen Brunswig, One City Plaza, and The Block at Orange would all have a loss of parking due to the Full Build Alternative. It is estimated that the parking at these sites would have a significant impact. The City of Orange requires 4.9 parking spaces per 92.90 square meters (1,000 square feet) of floor space for shopping centers over 2,325 square meters (25,000 square feet), and four spaces per 92.90 square meters (1,000 square feet) of offices under 2,325 square meters (25,000 square feet) (City of Orange, 1995).³

Carl Karcher Enterprises is an office complex located north of SR-22 between Lewis Street and Lewis Street. The Reduced Build Alternative would result in the loss of approximately 19 spaces or about 14.7 percent of the total parking. This complex requires 148 spaces to meet the City of Orange's parking requirements. The Reduced Build Alternative would have a significant impact on parking at this location, however, with mitigation incorporated, it would be less than significant (See COM-RB-1 for details).

Bergen Brunswig is a pharmaceutical company located north of SR-22 between Lewis Street and Metropolitan Drive. The Reduced Build Alternative would result in the loss of approximately 89 parking spaces or about 38 percent of the total spaces. Based on estimates of existing floor space, there needs to be 745 spaces to meet the City of Orange's parking requirements. The Reduced Build Alternative would have a significant impact on parking at this location, but it would be less than significant with mitigation incorporated (See COM-RB-2 for details).

The Reduced Build Alternative would result in the loss of approximately 100 parking spaces at the One City Plaza Building and 264 spaces at The Block at Orange (The Block). These uses currently share parking. The Block currently has a waiver to allow them to provide only 4.39 spaces per 92.90 square meters (1,000 square feet) of floor space. The proposed expansion

³ It should be noted however, that the City of Orange has reviewed the proposed Reduced Build Alternative and stated that they would grant the appropriate parking variances because they feel that the benefits of improved access to this area outweighs the loss of parking.

would be required to adhere to the current parking requirement of 4.9 spaces per 92.90 square meters (1,000 square feet) (Carnes, 1999). The Reduced Build Alternative would have a significant impact on parking at this location, but it would be less than significant with mitigation incorporated (See OCM-RB-2).

The Reduced Build Alternative would result in a potential impact to the planned parking for the expanded Theo Lacy jail facility east of The City Drive. It is estimated that this would result in the removal of approximately 50 parking spaces. This would be a significant impact on parking at this location, but it would be less than significant with mitigation incorporated (See COM-RB-4 for details).

4.6.3 Displacements and Relocation

Estimates of residential and non-residential displacements were made by reviewing preliminary engineering design plans, aerial photographs, and through field review. The results of the displacement analysis, as well as an evaluation of compensation for displacements, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601, *et seq.*), as amended, is discussed in detail in the *SR-22/West Orange County Connection DRIR* (December 2000) and *DRIR Reduced Build Alternative Addendum* (December 2000). These reports also contain information regarding partial residential and non-residential acquisitions, as well as mobile home relocation data.

A. NO BUILD ALTERNATIVE

The No Build Alternative would not result in any displacements because this alternative only includes improvements to the transportation network that have already been approved and funded. No capital improvements for SR-22 are included under this alternative.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

The TSM/Expanded Bus Service Alternative would not result in any displacements.

C. FULL BUILD ALTERNATIVE

Residential Displacements. Implementation of the Full Build Alternative would result in 189 residential displacements. Table 4.6-3 lists the number of units and approximate number of residents that would be displaced within Seal Beach, Garden Grove, Orange, and Santa Ana. Table 4.6-4 lists the specific displacements by city. Figure 4.6-1 at the end of this section shows the location of the units that would be displaced. Refer to the *SR-22/West Orange County Connection Draft Relocation Impact Report* (December 2000).

**Table 4.6-3
RESIDENTIAL DISPLACEMENTS – FULL BUILD ALTERNATIVE**

Jurisdiction	Single-Family Residential		Multi-Family Residential		Mobile Homes		Total Per City	
	No. of Units	Approx. No. of Residents	No. of Units	Approx. No. of Residents	No. of Units	Approx. No. of Residents	No. of Units	Approx. No. of Residents
Seal Beach	6	20	0	0	0	0	6	20
Garden Grove	21	106	38	237	0	0	59	344
Santa Ana	16	57	43	286	1	4	60	347
Orange	1	3	47	262	16	53	64	319
Total	44	186	128	785	17	57	189	1,030

**Table 4.6-4
RESIDENTIAL DISPLACEMENTS BY CITY – FULL BUILD ALTERNATIVE**

City	Type	Address	No. of Units	Subtotal Units per City
Seal Beach	SFR-O	3541 Rose Circle	1	6
	SFR-O	3510 Oleander Street	1	
	SFR-O	3521 Pansy Circle	1	
	SFR-O	3520 Pansy Circle	1	
	SFR-O	3531 Primrose Circle	1	
	SFR-O	3530 Primrose Circle	1	
Garden Grove	SFR-O	11831 Trask Avenue	1	59
	MFR-T	12841 Lewis Street	32	
	SFR-O	12771 Lewis Street	1	
	MFR-T	13401 El Prado Avenue	4	
	SFR-O	13582 Taft Street	1	
	SFR-O	11032 Trask Avenue	1	
	SFR-O	13521 Lanning Street	1	
	SFR-O	11262 Trask Avenue	1	
	SFR-O	11302 Lanning Street	1	
	SFR-O	11282 Trask Avenue	1	
	SFR-O	13512 Barnett Way	1	
	SFR-O	13592 Libby Lane	1	
	SFR-O	13601 Havenwood Drive	1	
	SFR-O	13582 Havenwood Drive	1	
	SFR-O	13512 Lanning Street	1	
	SFR-O	13592 Lanning Street	1	
	SFR-O	13582 Barnett Way	1	
	SFR-O	11272 Trask Avenue	1	
	SFR-O	13511 Barnett Way	1	
	SFR-O	13581 Barnett Way	1	
	SFR-T	11062 Trask Avenue	1	
	SFR-T	13581 Libby Lane	1	
	MFR-T	11242 Trask Avenue	2	
	SFR-O	13591 Lanning Street	1	
Santa Ana	SFR-O	802 N. Fairview Street	1	60
	MFR-T	2901 N. Bristol Street	43	
	SFR-O	1033 Sherwood Lane	1	
	SFR-O	1029 Sherwood Lane	1	
	SFR-T	1025 Sherwood Lane	1	
	SFR-O	1019 Sherwood Lane	1	
	SFR-T	1015 Sherwood Lane	1	
	SFR-O	1011 Sherwood Lane	1	
	SFR-O	1005 Sherwood Lane	1	
	SFR-T	1001 Sherwood Lane	1	
	SFR-O	955 Sherwood Lane	1	
	SFR-O	949 Sherwood Lane	1	
	SFR-T	945 Sherwood Lane	1	
	SFR-T	1047 Sherwood Lane	1	
	SFR-O	1043 Sherwood Lane	1	
	SFR-T	1037 Sherwood Lane	1	
	SFR-O	2944 Fernwood Drive	1	
	MH-O	802 N. Fairview Street	1	

Continued on next page

Table 4.6-4 (continued)
RESIDENTIAL DISPLACEMENTS BY CITY – FULL BUILD ALTERNATIVE

City	Type	Address	No. of Units	Subtotal Units per City
Orange	MFR-T	3821 & 3825 W. Park Balboa Avenue	2	64
	MFR-T	3811 & 3815 W. Park Balboa Avenue	2	
	MFR-T	3803 & 3807 W. Park Balboa Avenue	2	
	MFR-T	3743 & 3747 W. Park Balboa Avenue	2	
	MFR-T	3735 & 3739 W. Park Balboa Avenue	2	
	MFR-O	3725 & 3729 W. Park Balboa Avenue	2	
	MFR-T	3717 & 3721 W. Park Balboa Avenue	2	
	MFR-T	3707 & 3711 W. Park Balboa Avenue	2	
	MFR-T	3647 & 3701 W. Park Balboa Avenue	2	
	MFR-T	3639 & 3643 W. Park Balboa Avenue	2	
	MFR-T	3629 & 3633 W. Park Balboa Avenue	2	
	MFR-T	3621 & 3625 W. Park Balboa Avenue	2	
	MFR-T	3611 & 3615 W. Park Balboa Avenue	2	
	MFR-T	3603 & 3607 W. Park Balboa Avenue	2	
	MFR-T	3543 & 3547 W. Park Balboa Avenue	2	
	MFR-T	3531 & 3533 W. Park Balboa Avenue	2	
	SFR-O	592 S. Devon Road	1	
	MFR-T	2026 E. Fairway Drive	4	
	MFR-T	2024 E. Fairway Drive	4	
	MFR-T	2022 E Fairway Drive	4	
	MFR-T	2041 Palmyra Avenue	1	
	MFR-T	2043 Palmyra Avenue	1	
	MFR-T	2045 Palmyra Avenue	1	
	MH-O	Units 22A-38, 1925 E. La Veta Avenue	16	
Total Units for Full Build Alternative				189

Notes: SFR = Single-family residential; MFR = Multiple-family residential; O = Owner-occupied; T= Tenant-occupied

Seal Beach. The Full Build Alternative would result in six owner-occupied single-family residential displacements. These parcels are zoned as single-family residential and are located between Oleander Street and Rose Street. These residences would be required because Almond Avenue, which is between I-405 and the residences, would be shifted north to accommodate the Full Build Alternative improvements. These residences are consistent with the Seal Beach current zoning and land use classifications of single-family residential. The homes have an average 1999 value of \$368,000 (DataQuick 1999).

Garden Grove. The Full Build Alternative would result in a total of 59 residential displacements (21 single-family residences [17 owner-occupied and two tenant-occupied] and 38 multi-family residences) in Garden Grove. Of the 59 displacements, all 21 single-family units and two multi-family units would need to be acquired to construct the Pacific Electric Arterial. These single-family homes have an average 1999 value of \$220,500 (DataQuick 1999). The Full Build Alternative would require the acquisition of the 32-unit Country Woods Apartment complex located between Garden Grove Boulevard and Lewis Street south of SR-22. This small complex would be displaced as a result of the loss of over 30 percent of the parking. These residences are consistent with the current zoning and land use classifications of single-family and multi-family residential. Rents in the complex range from \$720 to \$910.

Santa Ana. The Full Build Alternative would result in a total of 60 residential acquisitions (16 single-family units [10 owner-occupied and six tenant-occupied], 43 multi-family units, and one mobile home) in Santa Ana. All 43 of the multi-family units are within the City

Gardens apartment complex, located on Bristol Street southeast of the Bristol Street/SR-22 interchange. Rent values in 1999 range from \$660 to \$810 per month. Almost 16 percent of the total number of units and over 30 percent of the parking (88 covered and 46 open) within the complex would be acquired to accommodate the Full Build Alternative's improvements to the I-5/SR-22 connector. The City Gardens apartment complex is not consistent with the parcels current zoning classification of A-1 (General Agriculture). The City of Santa Ana classifies this complex as a designated legal non-conforming use. Legal non-conforming uses are land uses that are not consistent with zoning classifications, but are legally justified due to the fact that the land use was in place before the current zoning change. This complex is allowed to remain operating as long as the make-up of the property remains the same. Any change in use (e.g., from residential to commercial) could result in the property being converted to an agricultural land use.

There are 15 single-family residences (nine owner-occupied and six tenant-occupied) located on Sherwood Lane, east of the City Gardens complex that would also be displaced by the proposed I-5/SR-22 connector. These residences are valued around \$191,000 (DataQuick 1999). These displacements are consistent with the current zoning and land use classifications of single-family residential.

There would be one mobile home displaced in Santa Ana. The mobile home is on the Otsuka Farm property, which is located between Fairview Street and the Santa Ana River. This displacement would result from construction of a new connection between Civic Center Drive and the proposed arterial within the Pacific Electric right-of-way. The Full Build Alternative would result in the partial acquisition of the total property. Therefore, since this alternative would only acquire a small part of the farm property, the mobile home would be relocated to a new area on the same parcel. Therefore, no relocation site outside of the farm property would be necessary.

Orange. The Full Build Alternative would result in a total of 64 residential displacements (one owner-occupied single-family residence, 47 multi-family residences, and 16 mobile homes) in Orange. All of the residences are consistent with present zoning classifications. The one single family home is valued at approximately \$195,000 (DataQuick 1999).

Of the 47 multi-family units displaced, 32 multi-family units would be displaced within the Park City Ranchos neighborhood. Sales prices within this area for similar property are \$229,000 and rents range from \$900 to \$1,100 per month (DataQuick 1999). This neighborhood, located south of SR-22 between Lewis Street and The City Drive, is made up of duplexes. All 32 units required for this alternative are on Balboa Avenue. These units would be required to accommodate the proposed SR-22 eastbound ramp to The City Drive. Fifteen multi-family units would also be required within Orange for improvements to the SR-22/SR-55 interchange with rents ranging from \$850 to \$1,000 per month. In addition, 16 mobile homes in the Santiago Creekside Estates mobile home park would also be displaced. The park is located adjacent to southbound SR-55 between La Veta Avenue and Santiago Creek. There are a total of 88 spaces in the complex. Current construction work on SR-55 and the SR-55/Chapman Avenue interchange has encroached onto the property, but has not resulted in any displacements. Rental for the mobile home space ranges from \$495 to \$647 per month.

Business Displacements. The Full Build Alternative would result in the displacement of 35 businesses and approximately 113 employees. These are located within Garden Grove, Orange, and Santa Ana (Table 4.6-5). Table 4.6-6 lists the specific displacements by address. Figure 4.6-1 at the end of this section shows the locations of these displacements. See the *DRIR* for more detailed mapping.

**Table 4.6-5
NON-RESIDENTIAL DISPLACEMENTS BY CITY – FULL BUILD ALTERNATIVE**

Business Type	Garden Grove		Orange		Santa Ana		Total	
	No. Units	Approx. No. Emp.	No. Units	Approx. No. Emp.	No. Units	Approx. No. Emp.	No. Units	Approx. No. Emp.
Retail Trade	1	4			5	19	6	23
Finance	1	2					1	2
Insurance	1	4					1	4
Services	3	9	4	8	2	10	9	27
Government/Non-profit	4	23	4*	32			8*	55
Other					1	2	1	2
Unoccupied	7	-	2	-			9	-
Total	17	42	10*	40	8	31	35*	113

Note: *Table does not include the Theo Lacy Jail Recreation Area or the Orange County Animal Shelter in Orange. See discussion in text.

Garden Grove. The Full Build Alternative would result in 17 non-residential displacements in Garden Grove, located on Trask Avenue between Taft Street and Havenwood Drive. The non-residential displacements include one retail, one finance, one insurance, three service, four government/non-profit, and seven unoccupied businesses. The acquisitions would displace approximately 42 employees and result in the loss of approximately 2,822.4 square meters (30,380 square feet) of space. Unoccupied businesses would account for the greatest loss of floor space, approximately 970.00 square meters (10,441 square feet). If these become occupied prior to acquisition, then potential employee displacements would occur. The largest number of employees displaced in this segment would be from government/non-profit uses with approximately 23 employees.

Businesses that are of special interest include one educational facility and three additional non-profit companies. Horizon is a non-profit educational facility for children with learning disabilities and/or behavioral problems. It is estimated that approximately 124.95 square meters (1,345 square feet) and eight employees would be displaced in the acquisition of this facility. AF Boserupe – American Legion, Orange Grove Education Center, and Orange County Department of Education would also be acquired. Together, these acquisitions would displace 15 employees and result in the loss of approximately 312.90 square meters (3,368 square feet) of floor space.

Santa Ana. The Full Build Alternative would result in eight non-residential displacements in Santa Ana. There would be four retail business displacements within the Pacific Electric arterial alignment. Three of these are located on Fairview Street just east of the Santa Ana River. The other retail business is located on Fifth Street where the Pacific Electric right-of-way turns east towards Santa Ana Boulevard. These displacements would result in the loss of approximately 3,197.82 square meters (34,421 square feet) of floor space and displace an estimated 13 employees. In addition to the four retail displacements, a packaging area would be displaced on the Otsuka farm property (a produce stand would also be displaced, accounted for as one of the retail businesses). The Otsuka farm property is not consistent with the current zoning classification. If changes in use were made to the property, the existing land use as agriculture would have to change to residential to meet the current zoning requirement. It is not anticipated that the current land use would change as a result of the project. Both the produce stand and packaging area displaced by this project could be relocated/reconstructed on the existing, albeit smaller, parcels that comprise the farm property.

**Table 4.6-6
NON-RESIDENTIAL DISPLACEMENTS BY ADDRESS – FULL BUILD ALTERNATIVE**

City	Business Name	Address	Type	Approx. Size Sq. Meters (Sq. Feet)
Garden Grove	Arco Service Station	13511 Euclid Street	S	348.85 (3,755)
	Assistance League Thrift Shop of Garden Grove	10932 Trask Avenue	R	447.33 (4,815)
	Unoccupied	10932 Trask Avenue	O	220.27 (2,371)
	Star Dental Lab	11162 Trask Avenue	S	125.98 (1,356)
	AF Boserupe-American Legion	11162 Trask Avenue	G/NP	62.99 (678)
	Standard Finance	Suite 100 & 210A, 11088 Trask Avenue	F	124.95 (1,345)
	Orange Grove Education Center	Suite 106, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Orange County Dept. of Education	Suite 106, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Horizon	Suite 200, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Risk Consultants	Suite 206, 11088 Trask Avenue	S	124.95 (1,345)
	Unoccupied	Suite 210B, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210C, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210D, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210E, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210F, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210G, 11088 Trask Avenue	O	124.95 (1,345)
	United Insurance Company of America	11122 Trask Avenue	I	242.48 (2,610)
City Subtotal		17 businesses		2,822.40 (30,380)
Santa Ana	Otsuka Farms - Packaging	802 N. Fairview Street	O	401.90 (4,326)
	Otsuka Produce Stand/Farm	802 N. Fairview Street	R	89.93 (968)
	Calico International Japanese American Euro- pean Engines and Transmissions	720 N. Fairview Street	R	1,560.59 (16,798)
	Darul Uloom	720 N. Fairview Street	R	520.16 (5,599)
	Sherwin Williams	Suite A, 2941 N. Bristol Street	R	1,356.57 (14,602)
	Discount Movers	Suite B, 2941 N. Bristol Street	S	678.29 (7,301)
	Arco Service Station	2940 N. Bristol Street	S	123.19 (1,326)
	A-1 Automotive Core Supplier Co. Inc.	2415 W. Fifth Street	R	1,027.17 (11,056)
	City Subtotal	8 businesses		5,757.80 (61,976)
Orange	County of Orange (Theo Lacy Jail)	The City Drive	G/NP*	-
	County of Orange (Animal Shelter)	The City Drive	G/NP*	-
	Unoccupied	591 The City Drive	O	146.42 (1,576)
	We The People	Suite 200, 505 The City Drive	S	229.94 (2,475)
	United Fathers of America	Suite 202, 505 The City Drive	S	229.94 (2,475)
	Eileen McNamara	Suite 203, 505 The City Drive	S	229.94 (2,475)
	Justice L. Rovin	Suite 204, 505 The City Drive	S	229.94 (2,475)
	Unoccupied	Suite 100, 505 The City Drive	O	229.94 (2,475)
	Planned Parenthood	Suite C & D, 700 S. Tustin Street	G/NP	446.03 (4,801)
	Health Care of Orange County	Suite A, 700 S. Tustin Street	G/NP	446.03 (4,801)
	Orange County Health Education Center	Suite E, 700 S. Tustin Street	G/NP	446.03 (4,801)
	Health Care Council of Orange County	Suite B, 700 S. Tustin Street	G/NP	446.03 (4,801)
	City Subtotal	10 businesses*		3,080.24 (33,155)
TOTAL		35 businesses*		11,660.44 (125,512)

Notes: R - Retail Trade, F - Finance, I - Insurance, S - Services, G/NP - Government/Non-profit, O - Other

* Plans underway prior to this project include relocation of the Orange County Animal Shelter to Tustin, and construction of a parking facility on a portion of the Theo Lacy Jail recreational area.

There would be three displacements, including one retail and two service businesses, located between Hesperian Street and Bristol Street just east of the Santa Ana River. The displacement of these businesses would result in the loss of approximately 2,158.05 square meters (23,229 square feet) of floor space and displace an estimated 16 employees.

Orange. The Full Build Alternative would result in ten non-residential displacements in Orange. These acquisitions would be the result of impacts caused by widening SR-22 and also constructing the SR-22/SR-55 connectors.

Six of the non-residential displacements in Orange are located between Metropolitan Drive and the Santa Ana River. The non-residential displacements within this segment include four service businesses and two unoccupied units. The four service acquisitions would displace approximately eight employees and result in the loss of approximately 920 square meters (9,900 square feet) of floor space. The two unoccupied units are also located in this building. If these units become occupied prior to acquisition then potential employee displacements would occur. Two government/non-profit uses are also within this segment. Under a 1998 Memorandum of Understanding between the City of Orange and Orange County (April 5, 1991, amended March 31, 1998),⁴ the current uses (Orange County Animal Shelter and the Theo Lacy Jail recreational field) would be relocated or removed as part of Orange County Sheriff-Coroner Department's expansion plans. Orange County has plans to relocate the Orange County Animal Shelter to the former Tustin Marine Corps Air Station site. The Orange County Sheriff-Coroner Department approved expansion plans at the Theo Lacy Jail to include removal of the recreational field for additional buildings and parking. While these two uses are included in Table 4.6-7, they are not considered as displacements resulting from the SR-22/West Orange County Connection project.

Four additional non-residential displacements would occur as a result of the SR-22/SR-55 connectors. These acquisitions, located on Tustin Street between the SR-22/SR-55 connector ramps, would result in the loss of approximately 1,784.11 square meters (19,204 square feet) of floor space and displace an estimated 32 employees. These acquisitions include Planned Parenthood, Health Care of Orange County, Orange County Health Education Center, and the Health Care Council of Orange County. These organizations not only serve the local area but also the county. Relocation of these uses within the area is preferable, but there are no location-specific issues that would prevent them from relocating to an adjacent city.

Compensation for Displacements. The relocation resource area is defined as the area within which occupants of residential and non-residential units displaced by the project would be expected to relocate. For the purposes of this Draft EIS/EIR, the relocation resource area includes those cities within which displacements would occur: Seal Beach, Garden Grove, Santa Ana, and Orange. The cities of Los Alamitos and Cypress were also included in the relocation resource area due to their close proximity to displacements in Seal Beach. Criteria used to establish the resource area included local amenities; land use and zoning designations; circulation and access; and comparable property values and socioeconomic characteristics.

Per Caltrans Relocation Policy (Figure 4.6-3 at the end of this section) relocation housing for displacees will be comparable, affordable, and adjusted to normal market demands. Preferences of relocation will be determined through surveys of displacees and taken into consideration. The ages, income, family size, and distance to employment are factors that will also be considered during relocation. Displacees actual needs and preferences will be determined through a personal interview process. The Last Resort Housing Program may be required to relocate some households being displaced if there is difficulty in finding a comparable replacement dwelling within the guidelines established by the Relocation Assistance Program. Where necessary, suprapayments may be required under the Last Resort Housing Program.

Through the Relocation Assistance Program, displaced businesses will be assisted with finding alternative locations, either within or outside the city limits or project area as appropriate. Displaced businesses are also eligible for reimbursement of certain relocation costs, such as the re-

⁴ Available at OCTA.

placement of business stationary or telephone connection fees, and moving costs. In addition, business-specific impacts, such as those pertaining to loss of fixed equipment will be evaluated and compensated on a case-by-case basis.

Where a business is unable to continue operation in the area after relocation due to a substantial loss of existing patronage (whether clientele or net earnings), the business may be eligible to receive an "in lieu" payment instead of the actual cost of reimbursements. The "in lieu" payment is based on the previous two taxable years, with certain exceptions. Refer to Figure 4.6-3 for a discussion of Caltrans' Relocation Assistance Program.

Residential Relocation. The relocation impact analysis determined that there were over 300 single-family homes for sale, 23 for rent, and 383 multi-family units for rent within the displacement cities (including Cypress). The Full Build Alternative would potentially result in 44 single-family and 125 multi-family unit displacements. On this basis, numerous opportunities for relocation within the identified relocation area are expected to be available by the time acquisition occurs.

Other relocation issues could be raised by the City Gardens Apartment complex in Santa Ana (I-5/SR-22 connector). This complex is within a block group that has a minority population percentage of about 86 percent. It may be difficult to relocate all residents in the displaced units into a complex of similar ethnic distribution. In addition, it is impossible to quantify how many additional units may need to be acquired as a way to mitigate parking impacts and meet the current parking code. (This would be a decision of the local jurisdiction.) Once a preferred alternative is selected, a survey of displacees would be conducted in the *Final Relocation Impact Report* to identify ethnicity, income levels, and other information necessary for relocation. Parking would also be further addressed in the *Final Relocation Impact Report*.

For the 16 mobile homes displaced in Orange may be difficult to find suitable replacement sites within Orange. The neighboring city of Anaheim, however, has 38 mobile home vacancies. Displacees also have the option of relocating to conventional dwelling units, including single- or multiple-family dwelling units.

Non-Residential Relocation. An extensive search for non-residential property found an ample supply of units (similar in size, location, and zoning) to relocate the anticipated displacements. Accordingly, numerous opportunities for relocation within the identified relocation area are expected to be available by the time acquisition occurs.

Two service stations would potentially be displaced by the Full Build Alternative and may be difficult to relocate onto similar properties given their current visibility and access from SR-22. These stations may be able to be reconstructed on either reconfigured or smaller parcels at their current locations. The two service stations were also identified to have underground storage tanks. Further hazardous materials investigations at these sites would be necessary, as discussed in 4.12. All underground storage tanks would have to be removed prior to construction.

Amongst the set of probable non-residential property acquisitions, there do not appear to be any businesses that would be expected to cease operation as a result of being displaced. Other than the gas stations discussed above, there are no probable business displacements that require freeway visibility to continue operation.

D. REDUCED BUILD ALTERNATIVE

Residential Displacements. Implementation of the Reduced Build Alternative would result in ten single-family residential displacements. This alternative would not displace any multi-family unit

or mobile homes. The residential displacements are located within Seal Beach, Garden Grove, and Orange (Table 4.6-7). Table 4.6-8 lists the specific displacements by address. Figure 4.6-2 at the end of this section shows the locations of these displacements. See the *DRIR* for more detailed mapping.

**Table 4.6-7
RESIDENTIAL DISPLACEMENTS BY CITY
REDUCED BUILD ALTERNATIVE**

Jurisdiction	Single-Family Residential		Multi-Family Residential		Total Per City	
	No. of Units	Approx. No. of Residents	No. of Units	Approx. No. of Residents	No. of Units	Approx. No. of Residents
Seal Beach	6	19.62	0	0	6	19.62
Garden Grove	3	14.49	0	0	3	14.49
Orange	1	3.45	0	0	1	3.45
Total	10	37.56	0	0	10	37.56

**Table 4.6-8
RESIDENTIAL DISPLACEMENTS BY ADDRESS
REDUCED BUILD ALTERNATIVE**

City	Type	Address/City	No. of Units	Subtotal Units per City
Seal Beach	SFR-O	3541 Rose Circle	1	6
	SFR-O	3510 Oleander Street	1	
	SFR-O	3521 Pansy Circle	1	
	SFR-O	3520 Pansy Circle	1	
	SFR-O	3531 Primrose Circle	1	
	SFR-O	3530 Primrose Circle	1	
Garden Grove	SFR-O	11831 Trask Avenue	1	3
	SFR-O	11032 Trask Avenue	1	
	SFR-T	11062 Trask Avenue	1	
Orange	SFR-O	592 S. Devon Road	1	1
Total Units for Reduced Build Alternative				10

Seal Beach. The Reduced Build Alternative would result in six owner-occupied single-family residential displacements in Seal Beach. These parcels are zoned as single-family residential and are located between Oleander Street and Rose Street. These residences would be required because Almond Avenue, which is between I-405 and the residences, would be shifted north to accommodate the Reduced Build Alternative improvements. These residences are consistent with the Seal Beach current zoning and land use classifications of single-family residential. The homes have an average 1999 value of \$368,000 (DataQuick 1999).

Garden Grove. The Reduced Build Alternative would result in a total of two owner-occupied and one tenant-occupied single-family residential displacements. These residents are consistent with the current zoning and land use classifications of single-family residential. The average value for the three homes ranged between \$35,000 and \$126,000 (DataQuick, 2000).

Orange. The Reduced Build Alternative would result in one residential displacement, a single-family residence that is consistent with present zoning classification. The one single family home is valued at approximately \$195,000 (DataQuick 1999).

Business Displacements. The Reduced Build Alternative would result in the displacement of 24 businesses and 57 employees. These are located within Garden Grove and Orange (Tables 4.6-9 and 4.6-10). Non-residential displacements needed to implement this alternative would cause substantial impacts.

Compensation for Displacements. The relocation resource area is defined as the area within which occupants of residential and non-residential units displaced by the project would be expected to relocate. For the purposes of this Draft EIS/EIR, the relocation resource area includes those cities within which displacements would occur: Seal Beach, Garden Grove, and Orange. The cities of Los Alamitos and Cypress were also included in the relocation resource area due to their close proximity to displacements in Seal Beach. Criteria used to establish the resource area included local amenities; land use and zoning designations; circulation and access; and comparable property values and socioeconomic characteristics.

Per Caltrans Relocation Policy (Figure 4.6-3 at the end of this section) relocation housing for displacees will be comparable, affordable, and adjusted to normal market demands. Preferences of relocation will be determined through surveys of displacees and taken into consideration. The ages, income, family size, and distance to employment are factors that will also be considered during relocation. Displacees actual needs and preferences will be determined through a personal interview process. The Last Resort Housing Program may be required to relocate some households being displaced if there is difficulty in finding a comparable replacement dwelling within the guidelines established by the Relocation Assistance Program. Where necessary, superpayments may be required under the Last Resort Housing Program.

Through the Relocation Assistance Program, displaced businesses will be assisted with finding alternative locations, either within or outside the city limits or project area as appropriate. Displaced businesses are also eligible for reimbursement of certain relocation costs, such as the replacement of business stationary or telephone connection fees, and moving costs. In addition, business-specific impacts, such as those pertaining to loss of fixed equipment will be evaluated and compensated on a case-by-case basis.

Where a business is unable to continue operation in the area after relocation due to a substantial loss of existing patronage (whether clientele or net earnings), the business may be eligible to receive an "in lieu" payment instead of the actual cost of reimbursements. The "in lieu" payment is based on the previous two taxable years, with certain exceptions. Refer to Figure 4.6-3 for a discussion of Caltrans' Relocation Assistance Program.

Residential Relocation. The relocation impact analysis determined that there were over 300 single-family homes for sale and 23 for rent within the displacement cities (including Cypress). The Reduced Build Alternative would potentially result in 10 single-family displacements. On this basis, numerous opportunities for relocation within the identified relocation area are expected to be available by the time acquisition occurs.

Non-Residential Relocation. An extensive search for non-residential property found an ample supply of units (similar in size, location, and zoning) to relocate the anticipated displacements. Accordingly, numerous opportunities for relocation within the identified relocation area are expected to be available by the time acquisition occurs.

One service station would potentially be displaced by the Reduced Build Alternative and may be difficult to relocate onto similar properties given their current visibility and access from SR-22. These stations may be able to be reconstructed on either reconfigured or smaller parcels at their current locations. The two service stations were also identified to have underground storage tanks. Further hazardous materials investigations at these sites would be necessary, as discussed in 4.12. All underground storage tanks would have to be removed prior to construction.

**Table 4.6-9
NON-RESIDENTIAL DISPLACEMENTS BY CITY
REDUCED BUILD ALTERNATIVE**

Business Type	Garden Grove		Orange		Total	
	No. Units	Approx. No. Emp.	No. Units	Approx. No. Emp.	No. Units	Approx. No. Emp.
Retail Trade	1	4			1	4
Finance	1	2			1	2
Insurance	1	4			1	4
Services	4	16	4	8	8	24
Government/Non-profit	4	23	*		4*	23
Other						
Unoccupied	7	-	2	-	9	-
Total	18	49	6*	8	24*	57

Note: *Table does not include the Theo Lacy Jail Recreation Area or the Orange County Animal Shelter in Orange. See discussion in text.

**Table 4.6-10
NON-RESIDENTIAL DISPLACEMENTS BY ADDRESS – REDUCED BUILD ALTERNATIVE**

City	Business Name	Address	Type	Approx. Size Sq. Meters (Sq. Feet)
Garden Grove	Arco Service Station	13511 Euclid Street	S	348.85 (3,755)
	Oasis Car Wash	13512 Euclid Street	S	217.95 (2,346)
	Assistance League Thrift Shop of Garden Grove	10932 Trask Avenue	R	447.33 (4,815)
	Unoccupied	10932 Trask Avenue	O	220.27 (2,371)
	Star Dental Lab	11162 Trask Avenue	S	125.98 (1,356)
	AF Boserupe-American Legion	11162 Trask Avenue	G/NP	62.99 (678)
	Standard Finance	Suite 100 & 210A, 11088 Trask Avenue	F	124.95 (1,345)
	Orange Grove Education Center	Suite 106, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Orange County Dept. of Education	Suite 106, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Horizon	Suite 200, 11088 Trask Avenue	G/NP	124.95 (1,345)
	Risk Consultants	Suite 206, 11088 Trask Avenue	S	124.95 (1,345)
	Unoccupied	Suite 210B, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210C, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210D, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210E, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210F, 11088 Trask Avenue	O	124.95 (1,345)
	Unoccupied	Suite 210G, 11088 Trask Avenue	O	124.95 (1,345)
	United Insurance Company of America	11122 Trask Avenue	I	242.48 (2,610)
	City Subtotal	18 businesses		3,040.35 (32,726)
Orange	County of Orange (Theo Lacy Jail)	The City Drive	G/NP*	-
	County of Orange (Animal Shelter)	The City Drive	G/NP*	-
	Unoccupied	591 The City Drive	O	146.42 (1,576)
	We The People	Suite 200, 505 The City Drive	S	229.94 (2,475)
	United Fathers of America	Suite 202, 505 The City Drive	S	229.94 (2,475)
	Eileen McNamara	Suite 203, 505 The City Drive	S	229.94 (2,475)
	Justice L. Rovin	Suite 204, 505 The City Drive	S	229.94 (2,475)
	Unoccupied	Suite 100, 505 The City Drive	O	229.94 (2,475)
	City Subtotal	8 businesses*		1,296.12 (13,951)
	TOTAL	35 businesses*		4,336.47 (46,677)

Notes: R - Retail Trade, F - Finance, I - Insurance, S - Services, G/NP - Government/Non-profit, O - Other

* Plans underway prior to this project include relocation of the Orange County Animal Shelter to Tustin, and construction of a parking facility on a portion of the Theo Lacy Jail recreational area.

Amongst the set of probable non-residential property acquisitions, there do not appear to be any businesses that would be expected to cease operation as a result of being dis-

placed. Other than the gas station discussed above, there are no probable business displacements that require freeway visibility to continue operation.

4.6.4 Economic Impacts

The potential for economic impacts was determined as follows:

- Employment effects due to construction of proposed infrastructure improvements and business displacements were considered for each alternative. Construction-related employment was estimated using construction cost estimates from the *SR-22/West Orange County Connection Project Report* (December 2000) and FHWA employment factors.
- Local tax revenue effects are attributed predominantly to residential and non-residential displacements.
- Redevelopment potential of each alternative was estimated qualitatively, considering opportunities for assembling excess property from right-of-way acquisitions for development of freeway-oriented uses.

A. NO BUILD ALTERNATIVE

Employment. The No Build Alternative would not cause additional construction activity or property displacements within the study area. Accordingly, this alternative would not result in direct effects upon employment. However, a potential secondary impact to the job growth rate in the study area, resulting from increasing travel times and costs associated with highway and roadway congestion, is probable over time. A quantified determination of potential job impacts due to congestion of SR-22 is beyond the technical scope of this analysis. Yet, the existing mobility problems presented in Section 1.2 suggest that persistent transportation problems will eventually cause adverse effects.

Local Tax Revenue. The No Build Alternative would not result in direct effects upon local tax revenue, because there would be no change to annual property tax or sales tax revenues. However, study area conditions described in Section 1.2 suggest there may be some likelihood of eventual secondary tax impacts if highway and roadway congestion interferes with commerce efficiency and worker productivity.

Redevelopment Potential. The No Build Alternative would have no direct effect upon redevelopment of adjacent properties, because this alternative will not affect the configuration of parcels or displace existing land uses.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Employment. Implementation of the TSM/Expanded Bus Service Alternative would not result in any non-residential displacements, yet would generate almost 2,863 jobs within the study area. Compared to the California Employment Development Department *Labor Force Data for Sub-County Areas* (1998 civilian labor force), this alternative would expand employment in the study area cities by 0.8 percent. As shown in Table 4.6-11, this would be a beneficial impact.

In the long term, additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet.

Local Tax Revenue. The TSM/Expanded Bus Service Alternative would not result in direct effects upon local tax revenue, because there would be no change to annual property tax or sales tax revenues. However, study area conditions described in Section 1.2 suggest that there may be some likelihood of eventual secondary tax impacts if highway and roadway congestion interferes with commerce efficiency and worker productivity.

**Table 4.6-11
CONSTRUCTION EMPLOYMENT IMPACTS
TSM/EXPANDED BUS SERVICE ALTERNATIVE**

Description	Impacts
Construction Costs	\$68,000,000
Direct Employment ¹	537
Indirect Employment ²	1,340
Induced Employment ³	986
Total Employment	2,863

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

Redevelopment Potential. The TSM/Expanded Bus Service Alternative would not affect the configuration of parcels or displace existing land uses. Accordingly, there would be no direct effect upon redevelopment of adjacent properties.

C. FULL BUILD ALTERNATIVE

Employment. The Full Build Alternative would result in non-residential displacements. However, areas surrounding the project contain a number of potential relocation sites. The Relocation Resource Area (Orange County) contains an ample supply of available parcels with similar zoning to those businesses being displaced. It is anticipated that there would minimal impacts to employment because they would be able to relocate with the businesses locally.

The Full Build Alternative would also create short-term construction jobs. In the short term, construction would require an approximate maximum of 28,754 employees for the Full Build Alternative, based on the methodology outlined in FHWA's *Summary: Economic Impacts of Federal-Aid Highway Investment* (FHWA, 2000).⁵ Not all of these employees would be working at the same time. The construction labor that would be required for The Full Build Alternative is presented in Table 4.6-12.

**Table 4.6-12
CONSTRUCTION EMPLOYMENT IMPACTS
FULL BUILD ALTERNATIVE**

Description	Impacts
Construction Costs	\$683,000,000
Direct Employment ¹	5,396
Indirect Employment ²	13,455
Induced Employment ³	9,904
Total Employment	28,754

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

⁵ Available at Caltrans, District 12.

Following construction, the increase in lanes under the Full Build Alternative, including the new Pacific Electric Arterial, would require an incremental increase in labor for roadway maintenance and for law enforcement. This small increase in labor would not lead to substantial increases in the necessary labor force. Additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet.

Local Tax Revenue. As shown in Table 4.6-13, the Full Build Alternative would result in the loss of about \$183,000 in annual property tax revenue due to displacements. The City of Orange would experience a potential loss of approximately \$74,000 in annual property tax revenue or about 0.75 percent of the city's total annual property tax revenue in 1998. This loss of revenue would be due to the large number of residential (duplexes, apartments, and mobile homes) and non-residential displacements. The City of Garden Grove would experience a loss of approximately \$61,000 in annual property tax revenue or about 0.84 percent of the total annual property tax revenue in 1998. Both Santa Ana and Seal Beach would also experience a loss in property tax revenue, about 0.24 and 0.42 percent of the 1998 total annual property tax revenue.

**Table 4.6-13
ANNUAL PROPERTY TAX IMPACTS
FULL BUILD ALTERNATIVE**

Jurisdiction	Residential Property Tax Loss	Non-Residential Property Tax Loss	Total Property Tax Loss
Seal Beach	\$11,333	\$0	\$11,333
Garden Grove	\$41,249	\$19,398	\$60,647
Santa Ana	\$19,493	\$19,339	\$38,832
Orange	\$47,226	\$24,807	\$74,033
Total	\$119,301	\$63,544	\$182,845

Source: DataQuick, 1999

While there is the potential for loss in sales tax revenue due to disruption of commercial businesses on acquired properties, a large proportion of the non-residential displacements are either government/non-profit or unoccupied businesses. The loss of sales tax revenue would be small and is in direct correlation with the number of businesses potentially displaced, compared to the large number of businesses within each city. The availability of suitable sites increases the likelihood that all businesses would relocate within the same city, thereby minimizing any sales tax impacts.

Overall, the loss of property tax revenue from displacements would be small in comparison to the annual revenue generated in each of the cities.

Redevelopment Potential. Upon project completion, any excess property would be available for redevelopment uses.

D. REDUCED BUILD ALTERNATIVE

Employment. The Reduced Build Alternative would result in non-residential displacements. However, areas surrounding the project contain a number of potential relocation sites. The Relocation Resource Area (Orange County) contains an ample supply of available parcels with similar zoning to those businesses being displaced. It is anticipated that there would be minimal employment impacts because they would be able to relocate with the businesses locally.

The Reduced Build Alternative would also create short-term construction jobs. In the short term, construction would require an approximate maximum of 19,703 employees for the Reduced Build Alternative, based on the methodology outlined in FHWA's *Summary: Economic Impacts of Fed-*

eral-Aid Highway Investment (FHWA, 2000).⁶ Not all of these employees would be working at the same time. The construction labor that would be required for the Reduced Build Alternative is presented in Table 4.6-14.

Following construction, the increase in lanes under the Reduced Build Alternative would require an incremental increase in labor for roadway maintenance and for law enforcement. This small increase in labor would not lead to substantial increases in the necessary labor force. Additional labor would be required for a number of the TSM measures included in this alternative, particularly for the driving and maintenance of the expanded bus fleet.

**Table 4.6-14
CONSTRUCTION EMPLOYMENT IMPACTS
REDUCED BUILD ALTERNATIVE**

Description	Impacts
Construction Costs	\$468,000,000
Direct Employment ¹	3,697
Indirect Employment ²	9,220
Induced Employment ³	6,786
Total Employment	19,703

Source: FHWA, 2000

Notes: ¹ Direct - 7,900 per \$1 billion construction cost

² Indirect - 19,700 per \$1 billion construction cost

³ Induced - 14,500 per \$1 billion construction cost

Local Tax Revenue. As shown in Table 4.6-15 the Reduced Build Alternative would result in the loss of just over \$50,000 in annual property tax revenue that can be attributed to displacements. Seal Beach would experience a loss in property tax revenue of approximately \$11,000 or less than one-half percent of the 1998 total annual property tax revenue. The City of Garden Grove would experience a loss of approximately \$30,000 in annual property tax revenue or less than one percent of the total annual property tax revenue in 1998. The City of Orange would experience a potential loss of approximately \$8,500 in annual property tax revenue or less than one percent of the city's total annual property tax revenue in 1998.

**Table 4.6-15
ANNUAL PROPERTY TAX IMPACTS
REDUCED BUILD ALTERNATIVE**

Jurisdiction	Residential Property Tax Loss	Non-Residential Property Tax Loss	Total Property Tax Loss
Seal Beach	\$11,333	\$0	\$11,333
Garden Grove	\$1,317	\$29,113	\$30,430
Orange	\$1,468	\$7,094	\$8,562
Total	\$14,118	\$36,207	\$50,325

Source: DataQuick, 1999

Under the Reduced Build Alternative, there is some potential for loss in sales tax revenue due to disruption of commercial businesses on acquired properties, but a large proportion of the non-residential displacements are either government/non-profit or unoccupied businesses. The loss

⁶ Available at Caltrans, District 12.

of sales tax revenue would be small and is in direct correlation with the number of businesses potentially displaced, compared to the large number of businesses within each city. The availability of suitable sites increases the likelihood that all businesses would relocate within the same city, thereby minimizing any sales tax impacts.

Overall, the loss of property tax revenue from displacements would be small in comparison to the annual revenue generated in each of the cities.

Redevelopment Potential. Upon project completion, any excess property would be available for redevelopment uses.

4.6.5 Community Facilities and Services

A. NO BUILD ALTERNATIVE

Law Enforcement. The No Build Alternative would not affect law enforcement in the study area except that the enforcement areas provided on SR-22 by either the Full Build or Reduced Build Alternative would not be constructed. Also, response time would not be reduced because freeway and roadway improvements would not occur.

Fire Services. The No Build Alternative would not affect fire protection services except that response times would not be reduced because freeway and roadway improvement would not occur.

Schools. The No Build Alternative would not affect schools.

Other Community Facilities. The No Build Alternative would not affect libraries, city halls, post offices, or hospitals.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Law Enforcement. The TSM/Expanded Bus Service Alternative would not affect law enforcement in the study area except that the enforcement areas provided on SR-22 by either the Full Build or Reduced Build Alternative would not be constructed. Also, response time would not be reduced because freeway improvements would not occur and roadway improvements would be limited.

Fire Services. The TSM/Expanded Bus Service Alternative would not affect fire protection services except that response times would not be reduced because freeway and roadway improvement would not occur.

Schools. The TSM/Expanded Bus Service Alternative would not affect schools.

Other Community Facilities. The TSM/Expanded Bus Service Alternative would not affect libraries, city halls, post offices, or hospitals.

C. FULL BUILD ALTERNATIVE

Law Enforcement. The Full Build Alternative would provide enforcement areas on SR-22, increasing the ability for the CHP to enforce existing traffic laws on the freeway. Response times would be slightly reduced as a result of freeway and roadway improvements. Otherwise, law enforcement would not be affected.

Fire Services. The Full Build Alternative would result in slightly reduced response times, benefiting fire protection slightly. Otherwise, fire services would not be affected. No fire stations would be acquired for the project.

Schools. Two general types of impacts to schools immediately adjacent to the proposed Full Build Alternative would occur: noise impacts, both in the recreation areas and in the classrooms (as discussed in Section 4.9) and visual impacts to recreational areas (as discussed in Section 4.13). These impacts are summarized below. No school property would be acquired.

Bolsa Grande High School. Noise levels in the recreation area on the Bolsa Grande High School campus would increase from 69 to 74 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 50 to 55 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 50, both below the Caltrans/FHWA criteria for schools. At Bolsa Grande High School, the removal of mature screening vegetation and its replacement with noise barriers would represent a substantial and adverse visual impact. Mitigation for visual impacts calls for replacement of freeway landscaping either within the freeway right-of-way or on adjacent properties, thereby reducing this impact.

Jordan Intermediate School. Noise levels in the recreation area on the Jordan Intermediate School campus would increase from 69 to 74 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 56 to 61 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 56 dBA. The indoor noise level exceeds the Caltrans/FHWA criteria for schools and additional study and possible mitigation is required to reduce the noise levels even more. Visual impacts at this school would be minimal.

Excelsior Elementary School. Noise levels in the recreation area on the Excelsior Elementary School campus would increase from 70 to 72 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 56 to 58 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 51 dBA, both below the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Eisenhower Elementary School. Noise levels in the recreation area on the Eisenhower Elementary School campus would increase from 66 to 69 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 47 to 50 dBA. No abatement is proposed, but the existing noise barrier would remain. The outdoor noise level would exceed the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Fairhaven Elementary School. Noise levels in the recreation area on the Fairhaven Elementary School campus would increase from 66 to 67 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 49 to 50 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 59 dBA and the indoor noise level at the nearest classroom to 46, both below the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Spurgeon Intermediate School. Noise levels in the recreation area on the Spurgeon Intermediate School campus would increase from 56 to 65 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from less than 43 dBA to 43 dBA. Both of these levels are below the Caltrans/FHWA criteria for schools, so no abatement is proposed. At Spurgeon Intermediate School, the placement of an arterial in the open space represented by the former Pacific Electric right-of-way would have a substantial visual impact. The visual impact would also include severing views of the additional agricultural open space north of the right-of-way. Although mitigation for visual impacts requires landscaping to screen the arterial as much as possible, the loss of open space cannot be mitigated.

Other Community Facilities. The Full Build Alternative would not affect libraries, city halls, post offices, or hospitals.

D. REDUCED BUILD ALTERNATIVE

Law Enforcement. The Reduced Build Alternative would provide enforcement areas on SR-22, increasing the ability for the CHP to enforce existing traffic laws on the freeway. Response times would be slightly reduced as a result of freeway and roadway improvements. Otherwise, law enforcement would not be affected.

Fire Services. The Reduced Build Alternative would result in slightly reduced response times, benefiting fire protection slightly. Otherwise, fire services would not be affected. No fire stations would be acquired for the project.

Schools. Two general types of impacts to schools immediately adjacent to the proposed Reduced Build Alternative would occur: noise impacts, both in the recreation areas and in the classrooms (as discussed in Section 4.9) and visual impacts to recreational areas (as discussed in Section 4.13). These impacts are summarized below. No school property would be acquired.

Bolsa Grande High School. Noise levels in the recreation area on the Bolsa Grande High School campus would increase from 69 to 74 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 50 to 55 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 50, both below the Caltrans/FHWA criteria for schools. At Bolsa Grande High School, the removal of mature screening vegetation and its replacement with noise barriers would represent a substantial and adverse visual impact. Mitigation for visual impacts calls for replacement of freeway landscaping either within the freeway right-of-way or on adjacent properties, thereby reducing this impact.

Jordan Intermediate School. Noise levels in the recreation area on the Jordan Intermediate School campus would increase from 69 to 74 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 56 to 61 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 56 dBA. The indoor noise level exceeds the Caltrans/FHWA criteria for schools and additional study and possible mitigation is required to reduce the noise levels even more. Visual impacts at this school would be minimal.

Excelsior Elementary School. Noise levels in the recreation area on the Excelsior Elementary School campus would increase from 70 to 72 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 56 to 58 dBA. A new noise barrier is proposed as abatement for this impact, reducing the outdoor noise level to 64 dBA and the indoor noise level at the nearest classroom to 51 dBA, both below the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Eisenhower Elementary School. Noise levels in the recreation area on the Eisenhower Elementary School campus would increase from 66 to 69 dBA with the Full Build Alternative. At the nearest classroom, noise levels would increase from 47 to 50 dBA. No abatement is proposed, but the existing noise barrier would remain. The outdoor noise level would exceed the Caltrans/FHWA criteria for schools. Visual impacts at this school would be minimal.

Other Community Facilities. The Reduced Build Alternative would not affect libraries, city halls, post offices, or hospitals.

4.6.6 Mitigation Measures

All state and FHWA projects must comply with the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 4601, et seq.), as amended.

A. NO BUILD ALTERNATIVE

None.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

None.

C. FULL BUILD ALTERNATIVE

COM-FB-1. Excess property acquired for right-of-way in the Park City Ranchos housing community would be returned to the community for use as a park or community facility.

COM-FB-2. New replacement parking would be provided for 13421 El Prado, Garden Grove on adjacent available land. The adjacent parcel would be acquired by this project and would provide suitable land for replacement parking.

COM-FB-3. City Gardens - There may need to be additional displacements (removal of multi-family units) within the complex as a way to reduce the amount of parking required to meet the current City of Santa Ana parking requirements. It would be speculative at this time to identify additional units as displacements in an effort to meet the current parking requirement. Further analysis would be required in the Final Relocation Impact Report.

COM-FB-4. Replacement parking would be provided for Carl Karcher Enterprises in Orange on a nearby off-site location or through construction of a parking garage on the north side of the existing site.

COM-FB-5. Replacement parking would be provided for Bergen Brunswig in Orange either by including this site in a shared parking agreement with The Block at Orange and One City Plaza (see COM-FB-6) or by construction of a parking garage on the site.

COM-FB-6. The loss of parking for The Block would be offset by the creation of parking on land formerly used by Metropolitan Drive. This creation of parking and the suggested shared use of parking between The Block and the One City Plaza would be sufficient to meet the city's parking requirement.

COM-FB-7. During final design, Caltrans would work with the City of Orange to ensure that the necessary parking for the expanded Theo Lacy jail expansion would be accommodated on the residual land remaining after the construction of Metropolitan Drive. Minor realignment of the SR-57 off-ramp and the I-5/SR-57 to westbound SR-22 connector may be required, as well as reconfiguration of the planned parking.

COM-FB-8. There exists possible difficulty relocating two service stations to similar high-visibility locations. All reasonable attempts will be made to relocate these two service stations to similar high-visibility location, or within the same parcel.

REDUCED BUILD ALTERNATIVE

COM-RB-1. Replacement parking would be provided for Carl Karcher Enterprises in Orange on a nearby off-site location or through construction of a parking garage on the north side of the existing site.

COM-RB-2. Replacement parking would be provided for Bergen Brunswig in Orange either by including this site in a shared parking agreement with The Block at Orange and One City Plaza (see COM-RB-3) or by construction of a parking garage on the site.

COM-RB-3. The loss of parking for The Block would be offset by the creation of parking on land formerly used by Metropolitan Drive. This creation of parking and the suggested shared use of parking between The Block and the One City Plaza would be sufficient to meet the city's parking requirement.

COM-RB-4. During final design, Caltrans would work with the City of Orange to ensure that the necessary parking for the expanded Theo Lacy jail expansion would be accommodated on the residual land remaining after the construction of Metropolitan Drive. Minor realignment of the SR-57 off-ramp and the I-5/SR-57 to westbound SR-22 connector may be required, as well as reconfiguration of the planned parking.

4.6.7 Residual Impacts After Mitigation

A. NO BUILD ALTERNATIVE

Consistency with Land Use Plans. Because the No Build Alternative would not include improvements to major arterials or freeway systems, as anticipated in local land use plans and policy documents, the goals of these cities for overall transportation mobility would go unmet.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Consistency with Land Use Plans. Because the TSM/Expanded Bus Alternative would not include major improvements to arterials or freeway systems, as anticipated in local land use plans and policy documents, the goals of these cities for overall transportation mobility would go unmet.

C. FULL BUILD ALTERNATIVE

Consistency with Land Use Plans. The use of the former Pacific Electric right-of-way for an arterial, instead of as a class I bicycle trail, as designated by the City of Santa Ana, and as one of the variety of uses designated by the City of Garden Grove, means that the Full Build Alternative would be inconsistent with the land use plans of these cities and this impact cannot be mitigated.

Compatibility with Adjacent Land Use. In several areas along the Full Build Alternative, visual and noise impacts would result in incompatible land uses. As discussed in Sections 4.9 and 4.13, not all of these impacts can be mitigated.

Community Cohesion. The Country Woods Apartment complex in Garden Grove, which appears to be predominantly Hispanic, would be acquired by the Full Build Alternative. Because it would be difficult to relocate this highly cohesive community as a whole, substantial impacts to community cohesion would occur that could not be mitigated.

The removal of houses from one side of the street along Sherwood Lane in Santa Ana cannot be avoided under the Full Build Alternative, a substantial impact to the cohesiveness of this community.

Parking. At the City Gardens Apartment complex in Santa Ana, the Full Build would remove existing parking. The site is a legal non-conforming use because it does not have sufficient parking (also, legally non-conforming to zoning designations, as discussed below). Because the Full Build Alternative would make alterations to the site, it would lose its legal non-conforming use status, and could be forced by the City of Santa Ana to comply with the parking requirements. There is insufficient land available to confirm, which would require that the number of units re-

moved be increased so that more parking could be provided in their place. How the city would work this out cannot be determined at this time and would also be dependent on the site's zoning (see below).

Residential Displacements. The acquisition of property for the Full Build Alternative right-of-way at the City Gardens Apartment complex creates a special relocation issue. This property is a legal non-conforming use (for parking deficiencies, above, and because the existing multi-family residential land use is zoned for agriculture), but any alteration of the property cancels its legal non-conforming status. Thus, the City of Santa Ana would be legally justified to force the property to come into compliance with the zoning ordinance, i.e., to be used for agriculture, not multi-family housing. How the city would choose to enforce the zoning ordinance (and parking ordinance) above, could not be determined at this time.

Non-residential Displacements. There are two high-visibility service stations that would be acquired by the Full Build Alternative. If suitable high-visibility locations cannot be found on which to relocate these service stations or within the same parcel, a substantial impact to these businesses could result.

D. REDUCED BUILD ALTERNATIVE

Compatibility with Adjacent Land Use. In several areas along the Reduced Build Alternative, visual and noise impacts would result in incompatible land uses. As discussed in Sections 4.9 and 4.13, not all of these impacts could be mitigated.

Non-residential Displacements. There is one high-visibility service station that would be acquired by the Reduced Build Alternative. If a suitable high-visibility location could not be found on which to relocate this service station or relocation within the same parcel, then a substantial impact to this business could result.

Figure 4.6-3

Displacements Full Build Alternative (A-H)

Figure 4.6-4
Displacements Reduced Build Alternative (A-E)

**Figure 4.6-3
Caltrans Relocation Assistance Program**

4.6.8 Environmental Justice

This project has been developed in accordance with the Civil Rights Act of 1964, as amended, Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Executive Order focused attention on Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." In support of Executive Order 12898, the United States Department of Transportation (DOT) issued an Order on Environmental Justice (DOT Order 5610.2) in 1997, followed by a Federal Highway Administration (FHWA) Order on Environmental Justice (FHWA Order 6640.23) in 1998.

Environmental Justice (EJ) should provide an inclusive, representative, and equal opportunity for communication resulting in appropriate action that reflects public involvement. Furthermore, EJ should ascertain whether a proposed action or plan causes disproportionately high and adverse effects on minority and/or low-income populations, and whether these populations are denied benefits. There are three fundamental Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and/or low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and/or low-income populations.

4.6.8.1 Environmental Justice Analysis

The starting point for Environmental Justice occurs when other portions of this document identify that significant impacts to a resource would occur. These impacts and proposed mitigation are then analyzed against all affected populations to determine any disproportional impacts are sustained by minority and/or low-income populations.

For the purpose of this document, the identification and review for the presence of minority communities and low-income communities within the project area is largely a matter of analyzing U.S. Census data. Due to the vast size of the area of potential effect, the U.S. Census data allowed comparison with other census tracts within the overall study area to determine if a disproportionate impact were present. In addition, the U.S. Census Data was deemed to be the most reliable and detailed source of demographic information. In fact, the 2000 Census Data is available, but the breakdown of some of this data; such as distribution of income, in different geographical areas are not yet available. Additionally, available 2000 population data remain reasonably similar to that of the 1990 Census Data.

As defined previously in section 3.6.3 Population and Housing, the area of study included 46 block groups located in the Cities of Rossmore, Seal Beach, Westminster, Garden Grove, Santa Ana, Orange, and Tustin. The census data as presented in Tables 4.7-1 and 4.7-2 for all block groups adjacent to the SR-22/West Orange County Connection study area indicate a large area of minority population that spans the jurisdictions of Garden Grove, Santa Ana, and Orange; which can be reviewed in Section 3.6 and the DRIR. These block groups are located between Magnolia Street and I-5.

**Table 4.7-1
1990 RACE/ETHNIC DISTRIBUTION**

Jurisdiction	NH White	NH Black	NH American Indian	NH Asian	NH Other	Hispanic Origin Of Any Race
Seal Beach	90.2%	0.7%	0.2%	4.0%	0.1%	4.8%
Rossmoor	90.0%	0.4%	0.4%	4.3%	0.2%	4.8%
Garden Grove	54.8%	1.4%	0.5%	20.4%	0.1%	22.8%
Westminster	57.9%	1.0%	0.5%	22.2%	0.1%	18.3%
Orange	68.1%	1.4%	0.4%	7.7%	0.1%	22.3%
Santa Ana	23.4%	2.3%	0.2%	9.3%	0.2%	64.6%
Tustin	63.7%	5.4%	0.4%	10.0%	0.2%	20.3%
Orange County	63.7%	1.4%	0.4%	8.4%	7.1%	19.0%

Source: 1990 U.S. Census of Population and Housing.

Note: NH = Non-Hispanic

**Table 4.7-2
MEDIAN FAMILY INCOME AND THE POVERTY LEVEL**

Jurisdiction	Median Family Income	Percent Of Population Below Poverty
Seal Beach	\$41,625	3.1%
Rossmoor (unincorporated)	\$64,803	2.1%
Garden Grove	\$39,900	10.4%
Westminster	\$28,375	9.4%
Orange	\$46,539	8.0%
Santa Ana	\$35,162	18.1%
Tustin	\$36,856	7.3%
Orange County	\$45,922	8.5%

Source: 1990 U.S. Census of Population and Housing.

Indicators used to determine the presence of minority and/or low-income populations, include over 50% of a block group, site visits to the area, and in the case of low income, a comparison to the Orange County average for persons below the poverty level. The typical indicator for low-income population include those individuals whose median household income is at or below the U.S. Department of Health and Human Services (DHHS) poverty guidelines define by DOT Order 5610.2. The DHHS poverty guideline is \$17,050 for a family of four in the year 2000, while the 1990 U.S. Census Data guideline was deemed \$12,674. Therefore, the 1990 U.S. Census Data was used since it was determined to be more reliable and is not selectively implemented.

The displacement area, contained 17 block groups, in which three block groups consisted of a total minority greater than 50%. All but three 1990 Census block groups had a lower percentage of the persons below the poverty level than the Orange County average of 8.5 percent. The highest of the three block groups that were above Orange County's average was 21.4 percent (block group 2 in census tract 099905). The low-income populations identified in the census tracts compared to the table above show that the low-income populations would experience similar impacts as the population, which is not low-income. Therefore, reducing the potential for disproportional impacts to occur.

Based on 1990 U.S. Census data, a large area south of SR-22, Garden Grove and Santa Ana, had a minority population of more than 50 percent (Figure 2.1-2). Six of the 17 affected block groups in 1990 had a minority population of more than 50 percent (Figure 2.1-3). None of the block groups contained a population of over 50 percent low-income. The minority block groups are located in Garden Grove, Santa Ana, and Orange. There are two affected minority block groups in Garden Grove with a minority population of 59.0 and 66.8 percent (CT 088902 BG 2 and CT 089002 BG 1). These two block groups are located south of SR-22 between Euclid Street and Harbor Boulevard. The three affected minority block

groups in Santa Ana are located between the Santa Ana River and Bristol Street and adjacent to the Pacific Electric right-of-way (CT 075201 BG 1, CT 075201 BG 1, CT 074802 BG 1). These block groups have the highest percentage of minority population of any affected block groups (from 89 to 98 percent). The one affected minority block group in Orange also includes a portion of Santa Ana (CT 075301 BG 4). This block group is located along SR-22 between the Santa Ana River and I-5.

Table 2.1-2
DISPLACEMENT AREA – 1990 RACE/ETHNIC DISTRIBUTION

Census Tract – Block Group	NH White	Hispanic Origin Of Any Race	NH Black	NH Asian	NH American Indian	NH Other	Total Minority
CT 110007 – BG 4	90.3%	4.6%	1.4%	3.8%	0.0%	0.0%	9.7%
CT 110008 – BG 2	92.2%	2.3%	4.1%	1.4%	0.0%	0.0%	7.8%
CT 099509 – BG 2	96.9%	2.2%	0.9%	0.0%	0.0%	0.0%	3.1%
CT 110012 – BG 4	77.7%	7.1%	0.4%	14.7%	0.0%	0.0%	22.3%
CT 088901 – BG 1	73.4%	6.4%	0.0%	20.2%	0.0%	0.0%	26.6%
CT 088902 – BG 3	41.0%	25.8%	0.5%	28.9%	3.4%	0.5%	59.0%
CT 089002 – BG 1	33.2%	37.9%	1.8%	25.0%	2.0%	0.0%	66.8%
CT 076103 – BG 1	50.3%	25.0%	2.8%	20.8%	0.8%	0.2%	49.7%
CT 074802 – BG 1	1.9%	87.8%	6.0%	2.8%	1.5%	0.0%	98.1%
CT 075201 – BG 1	11.2%	69.7%	3.0%	15.9%	0.2%	0.0%	88.8%
CT 075201 – BG 2	1.8%	95.8%	2.2%	0.0%	0.2%	0.0%	98.2%
CT 075301 – BG 3	65.3%	27.9%	1.8%	4.0%	1.0%	0.0%	34.7%
CT 075301 – BG 4	14.1%	81.4%	2.2%	2.4%	0.0%	0.0%	85.9%
CT 075806 – BG 3	84.1%	10.6%	1.6%	3.7%	0.0%	0.0%	15.9%
CT 075807 – BG 2	81.5%	9.8%	0.0%	8.5%	0.2%	0.0%	18.5%
CT 075808 – BG 2	77.9%	16.7%	0.4%	2.4%	2.6%	0.0%	22.1%
CT 076102 – BG 1	57.8%	26.9%	4.5%	10.1%	0.3%	0.3%	42.2%

Source: 1990 U.S. Census of Population and Housing.

Note: NH = Non-Hispanic

In reviewing the census data for all block groups adjacent to SR-22, it was identified that there is a large area of minority population that spans the jurisdictions of Garden Grove and Santa Ana. These block groups would be impacted proportionately to all other block groups in the affected area, including impacts to low-income populations.

The project corridor has a higher percentage of minorities than the County, however the Seal Beach and Los Alamitos block groups have a lower percentage of minorities than the County. The overall the percentage of persons with low-income is 8.5 percent, from Table 1.4-5 of the DRIR, only three cities exceed the Orange County "Percent of Population Below Poverty" at 8.5 percent. Those Cities were Garden Grove (10.4%), Westminster (9.4%) and Santa Ana had the highest percentage of "Percent of Population Below Poverty" at 18.1 percent. Noting the area of potential effect, it would be foreseeable to conclude that any effects would be proportionate to all areas, however, see section 4.6.8.2 for detailed analysis regarding the impacts from the alternatives.

Caltrans would comply with Title VI of the Civil Rights Act of 1964, and respond to the concerns of local citizens, community groups, and the local jurisdictions. Further, Caltrans has and would continue to coordinate with the public regarding the decision making process, schedule, project design features, and special impacts and mitigation measures. This coordination began in 1998 with a series of Open House/ Public Scoping Meetings. Caltrans would adhere to ensure that Environmental Justice works in conjunction with Title VI, with focus to low-income populations for analysis. Criteria was used to create a threshold that could be standardized across the area of potential impact to identify minority and/or low-income populations that could have disproportionately high and adverse human health or environmental effects. Once identified the proper precautions would be considered to avoid, minimize, or mitigate those effects. In addition, Caltrans has organized a series of meetings to capture the public's opinion to ensure the full

and fair participation by all potentially affected communities, including Public Notices presented in different media and languages. Furthermore, all stages of the planning process have and would continue to be analyzed for denial of, reduction in, or significant delay in the receipt of benefits by minority populations and/or low-income populations, which would extend to project approval, construction, and post construction monitoring. Therefore, Caltrans would assure the three fundamental Environmental Justice principles would be met.

The combination of analyzing adverse impacts (in both the alternatives and proposed mitigation), with the identification of minority and/or low-income populations would result in the determination regarding disproportional impacts. The adverse impacts were determined from Section 3 Affected Environment, Section 4 Community Impact Assessment, and Section 5 Unavoidable Adverse Environmental Impacts. The impacts under consideration for review included; Geology and Soils, Hydrology, Floodplains, and Water Quality, Biology, Wetlands and Waters of the United States, Cultural Resources, Community Characteristics, Transportation and Circulation, Air Quality, Noise, Parks and Recreation, Utilities, Hazardous Material/Waste, Visual Resources, Energy, and Construction-related Impacts.

Upon review of the four alternatives below, each determination concluded that these impacts are distributed throughout the study area and not concentrated in any particular area, therefore the impacts were not disproportional. In fact, the previously identified impacts would not adversely affect the environment, with the exception of cultural resources. As stated, the Full Build Alternative would remove a planned trail in the former Pacific Electric right-of-way and the Pacific Electric Arterial (see below for details and Section 4.5).

4.6.8.2 Environmental Justice Impacts

A. NO BUILD ALTERNATIVE

The No Build Alternative would not change the human health or environmental effects of already approved and funded improvements to the transportation network. Accordingly, there would be no effect upon the relative proportionality of impacts borne by minority or low-income populations by adopted programs, policies, and activities.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

The TSM/Expanded Bus Service Alternative would not change the human health or environmental effects of already approved and funded improvements to the transportation network. There would be no effect upon the relative proportionality of impacts borne by minority and/or low-income populations.

C. FULL BUILD ALTERNATIVE

Environmental impacts associated with the Full Build Alternative include the preclusion of a planned trail in the former Pacific Electric right-of-way; impacts to community cohesion related to the removal of apartment complexes; loss of parking and potential conversion of existing multi-family land use to other uses; potential removal of high-visibility businesses without similar relocation opportunities available; unmitigable traffic noise impacts; potential construction noise impacts; visual impacts resulting from removal of landscaping and new noise barriers; loss of open space; new light sources; and blockage of freeway-oriented business signs. These impacts are distributed throughout the study area and not concentrated in only certain areas.

The ethnic and low-income population distributions for the block groups within census tracts that border the Full Build Alternative are presented in Section 3.6 and the *DRIR*. Based on 1990 U.S. Census data, 16 out of the 46 block groups adjacent to the Full Build Alternative had a minority population of more than 50 percent. The minority block groups are located in Garden Grove, Santa Ana, and Orange. There

were no census tract block groups that contained a population of over 50 percent low-income populations.⁷

A large proportion of the impacts would be due to the proposed Pacific Electric Arterial located in Garden Grove and Santa Ana, which have the most potential for impacts to minority and/or low income populations. There would be 65 residential displacements as a result of the Full Build Alternative that are within minority block groups out of a total 172 displacements. Because 62 percent of the total potential residential takes fall in non-minority block groups it is not anticipated that impacts to minorities would be disproportional. Although there will be impacts to low-income populations, there are no block groups with low-income populations of over 50 percent. Therefore, it is anticipated there would be no disproportional impacts to low-income populations.

D. REDUCED BUILD ALTERNATIVE

Environmental impacts associated with the Reduced Build Alternative include the following unavoidable adverse impacts: potential removal of a high-visibility business without similar relocation opportunity, traffic noise impacts that can not be mitigated; potential construction noise impacts; and visual impacts related to removal of landscaping and new noise barriers. These impacts are distributed throughout the study area and not concentrated in only certain areas.

Based on 1990 U.S. Census data (presented in Section 3.6 and the *DRIR*), four out of the ten block groups adjacent to the Reduced Build Alternative had a minority population of more than 50 percent, and none that contained a population of over 50 percent below poverty level. The minority block groups are located in Garden Grove, Santa Ana, and Orange.

Based on analysis of the best information available for areas adjacent to the Reduced Build Alternative, there would be up to four residential displacements that are within minority block groups out of a total of ten displacements. Since 60 percent of the total potential residential displacements fall in non-minority block groups, it is not anticipated that impacts to minorities would be disproportional. Further, since there are no block groups with low-income populations of over 50 percent, it is anticipated there would be no disproportional impacts to low-income populations.

This alternative would result in an adverse effect on a small number of minority or low income individuals, but the impact would not be disproportionately high after considering the project's benefits and mitigations to all the impacted populations.

Thresholds of Significance for CEQA:

- Pacific Electric Arterial would be incompatible with Garden Grove and Santa Ana general plan land use designations;
- Country Woods Apartment complex in Garden Grove west of Lewis Street would be acquired; and
- Impacts to community cohesiveness of Sherwood Lane Homes in Santa Ana east of Bristol Street.

A. NO BUILD ALTERNATIVE

The No Build Alternative would have no impacts to the above communities and incompatibility with the Garden Grove and Santa Ana general plan land use designations.

⁷ Low-income populations are defined as those where the majority (over 50 percent) of the population is below the poverty level, which was \$12,674 in 1989 (per the 1990 U.S. Census).

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Since the TSM/Expanded Bus Service Alternative involves operational improvements and would not include any major capital improvements to SR-22, it would have no impacts to the above communities and incompatibility with the Garden Grove and Santa Ana general plan land use designations.

C. FULL BUILD ALTERNATIVE

Environmental impacts associated with the Full Build Alternative include the preclusion of a planned trail in the former Pacific Electric right-of-way; impacts to community cohesion related to the removal of apartment complexes; loss of parking and potential conversion of existing multi-family land use to other uses; potential removal of high-visibility businesses without similar relocation opportunities available; unmitigable traffic noise impacts; potential construction noise impacts; visual impacts resulting from removal of landscaping and new noise barriers; loss of open space; new light sources; and blockage of freeway-oriented business signs. These impacts are distributed throughout the study area and not concentrated in only certain areas. Since the Pacific Electric Arterial, the Country Woods Apartment complex, and the Sherwood Lane Homes are all affected by the Full Build Alternative, it will result in potentially significant impacts.

D. REDUCED BUILD ALTERNATIVE

Environmental impacts associated with the Reduced Build Alternative include the following unavoidable adverse impacts: potential removal of a high-visibility business without similar relocation opportunity, traffic noise impacts that can not be mitigated; potential construction noise impacts; and visual impacts related to removal of landscaping and new noise barriers. These impacts are distributed throughout the study area and not concentrated in only certain areas. The Reduced Build Alternative does not include removal of the Pacific Electric Arterial, the County Woods Apartment, and the Sherwood Lane Homes, there would no impacts to these properties.

Thresholds of Significance for CEQA:

- Loss of community cohesiveness at the Park City Ranchos in Orange west of The City Drive from loss of residences

A. NO BUILD ALTERNATIVE

The No Build Alternative would have no impacts to the Loss of community cohesiveness at the Park City Ranchos in Orange west of The City Drive from loss of residences.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Since the TSM/Expanded Bus Service Alternative involves operational improvements and would not include any major capital improvements to SR-22, it would have no impacts to the above community at Park City Ranchos.

C. FULL BUILD ALTERNATIVE

Environmental impacts associated with the Full Build Alternative include the preclusion of a planned trail in the former Pacific Electric right-of-way and impacts to community cohesion. These impacts are distributed throughout the study area and not concentrated in only certain areas. The loss of community cohesiveness at the Park City Ranchos in Orange west The City Drive from loss of residences will result in less than significant impacts since excess property acquired for right-of-way in this community will be returned to the community for use as a park or community facility.

The Park City Ranchos housing community in Orange consists of 60 duplex units. As previously discussed, sixteen of these are located on the north side of West Balboa Avenue and would be displaced by the Full Build Alternative. These 16 duplex units make up approximately 68 percent of the entire north side of West Balboa Avenue. There are no recreational facilities located on or near the housing units. The loss of community cohesiveness at the Park City Ranchos will be less than significant since excess property acquired for the right-of-way will be returned to the community for use as a park or community facility.

The ethnic and low-income population distributions for the block groups within census tracts that border the Full Build Alternative are presented in Section 3.6 and the *DRIR*. Based on 1990 U.S. Census data, 16 out of the 46 block groups adjacent to the Full Build Alternative had a minority population of more than 50 percent. The minority block groups are located in Garden Grove, Santa Ana, and Orange. There were no census tract block groups that contained a population of over 50 percent low-income populations.⁸

A large proportion of the impacts would be due to the proposed Pacific Electric Arterial located in Garden Grove and Santa Ana, which have the most potential for impacts to minority and/or low income populations. There would be 65 residential displacements as a result of the Full Build Alternative that are within minority block groups out of a total 172 displacements. Because 62 percent of the total potential residential takes fall in non-minority block groups it is not anticipated that impacts to minorities would be disproportional. Although there will be impacts to low-income populations, there are no block groups with low-income populations of over 50 percent. Therefore, it is anticipated there would be no disproportional impacts to low-income populations.

D. REDUCED BUILD ALTERNATIVE

Environmental impacts associated with the Reduced Build Alternative include the following unavoidable adverse impacts: potential removal of a high-visibility business without similar relocation opportunity, traffic noise impacts that can not be mitigated; potential construction noise impacts; and visual impacts related to removal of landscaping and new noise barriers. These impacts are distributed throughout the study area and are not concentrated in only certain areas. Under this alternative, the community cohesiveness of the Park City Ranchos will not be affected, therefore, it will have no impacts to this community.

Based on 1990 U.S. Census data (presented in Section 3.6 and the *DRIR*), four out of the ten block groups adjacent to the Reduced Build Alternative had a minority population of more than 50 percent, and none that contained a population of over 50 percent below poverty level. The minority block groups are located in Garden Grove, Santa Ana, and Orange.

Based on analysis of the best information available for areas adjacent to the Reduced Build Alternative, there would be up to four residential displacements that are within minority block groups out of a total of ten displacements. Since 60 percent of the total potential residential displacements fall in non-minority block groups, it is not anticipated that impacts to minorities would be disproportional. Further, since there are no block groups with low-income populations of over 50 percent, it is anticipated there would be no disproportional impacts to low-income populations.

This alternative would result in an adverse effect on a small number of minority or low income individuals, but the impact would not be disproportionately high after considering the project's benefits and mitigations to all the impacted populations.

⁸ Low-income populations are defined as those where the majority (over 50 percent) of the population is below the poverty level, which was \$12,674 in 1989 (per the 1990 U.S. Census).

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